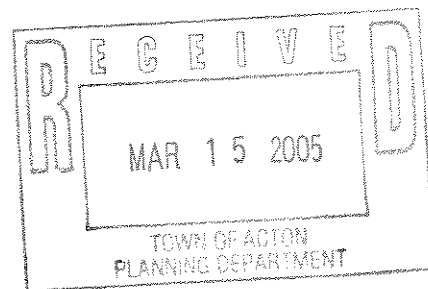


STAMSKI AND MCNARY, INC.

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WILLIAM F. MCNARY, P.L.S.
JOSEPH MARCH, P.E., P.L.S.



March 10, 2005

Acton Planning Board
472 Main St
Acton, MA 01720

Re: Ellsworth Village
Senior Residence Special Permit
Plan Revisions

Members of the Board,

The plans for the referenced project have been revised in response to Interdepartmental Communications from Town Departments, Planning Board requests, and Conservation Commission requests. The revisions to the plans and documents are as follows and are outlined to correspond numerically with the respective correspondence when applicable:

Roland Bartl, Town Planner, Communication

Date: January 21, 2005

Access:

1. According to counsel, Ellsworth Village, LLC, has the right to use the unconstructed portion of Brabrook Road as access to the property and that the Town's review and consent is solely limited to imposing reasonable construction requirements for the way. The applicant will seek such consent from the Selectmen upon Planning Board approval.

A turnaround has been proposed in a manner that was acceptable to the Engineering Department and the Public Works Department for plows. The temporary turnaround in front of the Vrablik property will be removed and with the exception of the individual driveway, will be reverted to lawn at the applicant's expense.

Parcel 1D-2 has been shown as a separate parcel that can be conveyed to the town, since it will contain the turnaround and other infrastructure. This parcel was removed from all the calculations demonstrating Zoning compliance.

2. Brabrook Road Safety Improvements:
 - a. Unchanged.
 - b. The street has not been narrowed, instead the Flagg / Brabrook intersection has been reconfigured to slow speeds.
 - c. The alternative configuration proposed by Mr. Bartl has been incorporated into the Brabrook Road Improvements Plan as suggested. However, a stop sign is not shown at the intersection in response to objections of the Engineering Department.
3. Brabrook/Pope Road intersection improvements:
 - a. The sight distance improvements are still proposed. A crosswalk and associated signage has also been proposed across Pope Rd.
 - b. The stop line at Pope Road has been moved forward as suggested.
4. The applicant prefers not to incur the significant additional expense since there will be a crosswalk to the Pope Road Sidewalk and a boardwalk is now proposed to Wetherbee Plaza.
5. An emergency access has been proposed through Lot 1C. Given the steepness of the access, it has not been proposed to accommodate pedestrians, but it is likely some will use it as such.
6. A boardwalk is now proposed to extend to the proposed Wetherbee Plaza sidewalk. Naturally, approval of the Conservation Commission is necessary.
7. It seems prudent, at this time, to stop the proposed pedestrian connection at the property line as shown pending further planning by the recreation department.

Affordable Units

8. The units can be LIP units.
9. The distribution of the affordable units has been indicated on the Master Plan.
10. The applicant can comply with the 65% rule.

11. The ACHC would be acceptable as a monitoring agent.
12. Additional affordable units is not acceptable to the applicant.

Condominium Master Deed

13. 14. 15. To be addressed under separate cover.

Condominium Bylaws

16. To be addressed under separate cover.

Zoning Bylaw Compliance Check

17. The units can be made adaptable. To be submitted under separate cover.
18. Unit 6 has been relocated to be greater than 15 feet from Ellsworth Village Road.
19. The use description has been expanded and is attached.

Other

20. Any lighting proposed at the time of building permit application will comply with the requirements of the Zoning Bylaw (ZBL). No fixtures have been selected, but the applicant is willing to accept recommendations from the Planning Board.
21. The applicant is agreeable to typical performance guarantees required in the past.
22. To be submitted under separate cover.
23. The landscape plan has been completed and bears a L.A. stamp.

Engineering Department, Communication

Date: January 21, 2005

1. The proposed layout has been moved to the appropriate location on the existing conditions plan.
2. Since the bylaw requires general compliance, waivers are not necessary, if the Board finds the design acceptable.
 - The 35 foot radius at -1+08.19 has been removed. A 60 foot radius is proposed near the proposed turnaround. This serves to make the turnaround work and serves to create traffic calming prior to

entering Brabrook Road (in addition to a proposed stop sign at the end of Ellsworth Village Road) as was suggested in early discussions with the Board.

- Given the nature of the clustered development, the shortened tangents serve to calm traffic and accommodate closely spaced driveways.
 - Sloped granite edging is now proposed up to station 0+52.51 and on the turnaround island.
 - The layout of the turnaround is necessary to meet the intent of the development. Since the turnaround accommodates SU-30 vehicles and the road will tend to have lower speeds, we feel the design is appropriate and prevents unnecessary additional clearing of woodland.
3. The 6 inch curb reveal and 1 foot grass strip have been labeled on the Typical Roadway Cross Section.
 4. Typical details for the modular retaining wall have been added to the Typical Roadway Cross Section.
 5. A guardrail has been shown along the top of the proposed retaining wall.

A short section of double yellow line has been shown at the intersection of Ellsworth Village Road and Brabrook.
 6. The type of curbing to be used has been clarified. Type-3 bituminous will be used unless in areas of proposed sloped granite edging.
 7. A note has been added to the plans stating the binder course of pavement will be exposed to one winter as suggested.
 8. A note restricting paving after November 15th has been added to the plan.
 9. The suggested paving note has been added to the plans.
 10. The stop sign at the intersection of Flagg and Brabrook has been deleted. The stop sign at the intersection of Brabrook and Pope is still proposed.
 11. The street sign location for Ellsworth Village Road has been shown on the plan accordingly.
 12. Note 23 has been added to the General Notes on sheet 7 of 10 requiring the stop signs to be seated in concrete.

13. No sign is proposed at this time.

A note requiring the Benchmark to be transferred has been added to the plans.
11. The stone bounds is Brabrook Road have been shown. A note requiring the bounds to be reset if disturbed has been added to the plans.
12. The drainage easement documentation shall be provided after recording.
14. A secondary gated emergency access has been proposed.
15. The secondary emergency access has been proposed adjacent to the extended detention wetland. The proposed pedestrian connection to Brookside Shops has been stopped at the property line pending further planning by the recreation department.
16. A gate detail has been added to the plans.
17. The applicant expects to begin construction as soon as the project is permitted.
18. The applicant intends to obtain a Permit to Construct Within a Public Way for all relevant work. A construction schedule will be developed upon permitting.
19. Parcel 1D-2 will be conveyed to the town containing the respective infrastructure.
20. The drainage analysis demonstrates that there is no increase in runoff to the drainage system in Great Road. The current drainage condition will be unchanged.
21. It is expected that there will be standing water up to the v-notch weir outlet elevation much of the time. This storage volume was not used in the drainage calculations.
22. The label for the pipe leading from DMH-10 has been changed to 15 inch as has the pipe label from the stormceptor to DMH-10.
23. The culvert has been labeled as 18-inch diameter.
24. The pipe from the stormceptor is labeled as 15-inch diameter. (new calculations are attached).

25. The existing catch basin at the end of Brabrook will be cleaned and brought to grade and is labeled accordingly.
26. The note requiring the snout to be installed first has been removed from the catch basin detail.
27. A boardwalk has been proposed to connect to Wetherbee Plaza.
28. A crosswalk, curb cut and signage has been proposed on Pope Road.
29. The stop line on Brabrook Road has been shown 4 feet back from the edge of Pope Road. The tree removal is still necessary to maximize safety.
30. The 3/16 inch per foot has been labeled as maximum allowable for sidewalks.
31. Notes regarding marking the curb line on Brabrook for approval have been added to the plan.
32. The pavement layer labels have been corrected.
33. The village house has been shown with the street number of 38.
34. The Fire Chief indicated in his memo that the call box locations were acceptable.
35. The mailbox locations have been described on sheet 4 of 10.
36. The legal documents will reflect the fact that Ellsworth Village Road is private.
37. The applicant has no objection to providing an as-built plan.

Chief Craig Fire Chief, Communication

Date: January 20, 2005

1. No response necessary.
2. A secondary access has been shown.
3. Fire alarm cable will be adjacent to electric, phone and cable.
4. The applicant will provide fire protection according to the building code.
5. An additional hydrant was added across from the extended detention wetland.

6. Parking enforcement will be done by homeowners association.

In addition to the above the following changes have been made.

1. Since the water main was not acceptable to the Acton Water District behind the Flagg Road houses, it has been removed from the plan. A stub with gates has been proposed at the Brabrook/Flagg intersection.
2. Additional information has been added to the plan for the wetland replication area and the replication area has been enlarged to accommodate the road reconfiguration and boardwalk.
3. A wildlife corridor has been added to the plan between the proposed extended detention wetland and the proposed wetland replication area.
4. The extended detention wetland plan has been improved with additional proposed plantings.

We hope that the information provided adequately addresses the concerns of the Board. Please call our office if further information or clarification is needed.

Respectfully yours,
Stamski and McNary, Inc.



George Dimakarakos, P.E.



Joseph March, P.E., P.L.S.

cc: Ellsworth Village, LLC

3.4 Use Description

Use Description:

The existing use of the property is woods and the proposed use is residential. There will be thirty-three (33) residential units. Three (3) of the units will be affordable and priced at \$160,000. The remaining thirty (30) units are projected to have an average price of \$390,000.

The Owners of each Unit shall be entitled to an undivided interest in the common areas (Common Land) of the development as set forth in the Master Deed for Ellsworth Village. Improvements within the Common Land include the proposed Village House and parking area, drainage appurtenances, a sewage disposal system and walkways. The common land can be used for the passive recreation by the residents. The village house will be used for mailboxes and as a small meeting room.

The applicant does not propose to generate, store, use, or dispose of hazardous materials or wastes.

COMPUTED BY: GB
DATE: 03/10/05
REVISED:
DESIGN STORM: 100 YR

ELLSWORTH VILLAGE
ACTON, MA

(PVC)"n"= 0.01
(RCP)"n"= 0.013
(CI)"n"= 0.013

PROJECT: SM-2768

STORM SEWER DESIGN

FROM	TO	LENGTH (FT)	TRIBUTARY AREA		TIME OF FLOW		RUNOFF COEFF. "C"	RAINFALL INTENSITY (IN/HR)	"Q" TOTAL RUNOFF (CFS)	SLOPE of PIPE (FT/FT)	DIAM (IN)	MANN "n"	CAPACITY FULL (CFS)	VELOCITY FULL (FPS)	DESIGN FLOW			MANHOLE INVERT DROP (FT)	FALL IN PIPE (FT)		DRAIN INV. ELEVATION		GROUND SURFACE	
			INCR. (ACRES)	TOTAL (ACRES)	TO UPPER END (MIN)	TIME IN SECTION (MIN)									VELOCITY (FPS)	HEAD (FT)	DEPTH OF FLOW (FT)							
CB6	DMH7	10	0.29	0.29	10.0	0.03	0.66	7.6	1.45	0.010	12	0.01	4.62	5.89	0.42	0.39	0.81	0.1	178.49	178.39	178.49	178.39	182.63	183.09
CB7	DMH7	11	0.43	0.43	10.0	0.03	0.71	7.6	2.33	0.010	12	0.01	4.62	5.89	0.50	0.39	1.04	0.11	178.50	178.39	178.50	178.39	183.91	183.09
DMH7	DMH6	96	0.72	0.72	10.0	0.24	0.69	7.6	3.78	0.010	12	0.01	4.62	5.89	0.67	0.69	1.36	0.96	178.39	177.33	178.39	177.33	183.09	183.09
DMH6	DMH3	85	0.72	0.72	10.0	0.22	0.69	7.6	3.78	0.010	12	0.01	4.62	5.89	0.67	0.69	1.36	0.85	177.23	176.38	177.23	176.38	182.09	181.16
DMH3	DMH4	102	0.72	0.72	10.0	0.26	0.69	7.6	3.78	0.010	12	0.01	4.62	5.89	0.67	0.69	1.36	1.02	176.28	175.26	176.28	175.26	181.16	180.09
DMH4	DMH3	90	0.72	0.72	10.0	0.24	0.69	7.6	3.78	0.010	12	0.01	4.62	5.89	0.67	0.69	1.36	0.93	175.16	174.23	175.16	174.23	180.09	179.09
CB4	DMH3	11	0.37	0.37	10.0	0.03	0.63	7.6	1.77	0.010	12	0.01	4.62	5.89	0.47	0.43	0.90	0.11	174.34	174.23	174.34	174.23	178.98	179.09
CB5	DMH3	3	0.46	0.46	10.0	0.01	0.72	7.6	2.53	0.010	12	0.01	4.62	5.89	0.62	0.53	1.09	0.03	174.26	174.23	174.26	174.23	178.98	179.09
DMH3	DMH2	94	1.55	1.55	10.0	0.20	0.88	7.6	8.02	0.010	15	0.01	8.39	6.84	0.94	0.98	1.92	0.94	171.21	170.27	171.21	170.27	179.09	177.73
DMH2	DMH1	81	1.55	1.55	10.0	0.13	0.88	7.6	8.02	0.020	15	0.01	11.86	9.67	1.67	0.75	2.43	1.62	170.17	168.55	170.17	168.55	175.72	175.98
CB1	DMH1	3	0.14	0.14	10.0	0.01	0.76	7.6	0.82	0.010	12	0.01	4.62	5.89	0.44	0.39	0.59	0.03	168.58	168.55	168.58	168.55	175.72	175.98
CB2	DMH1	11	3.44	3.44	46.0	0.03	0.26	3.4	2.99	0.010	12	0.01	4.62	5.89	0.26	0.31	0.19	0.11	168.51	168.55	168.51	168.55	172.98	173.98
CB3	DMH1	36	1.32	1.32	30.0	0.12	0.23	4.6	1.38	0.010	12	0.01	4.62	5.89	0.19	0.41	0.38	0.36	169.39	169.35	169.39	169.35	174.23	174.51
CB8	DMH8	4	0.03	0.03	10.0	0.02	0.90	7.6	0.12	0.010	12	0.01	4.62	5.89	0.20	0.17	0.36	0.04	169.48	169.35	169.48	169.35	174.23	174.51
CB9	DMH8	13	0.02	0.02	10.0	0.06	0.79	7.6	0.79	0.010	12	0.01	4.62	5.89	0.35	0.18	0.38	0.13	169.25	168.55	169.25	168.55	174.51	175.98
DMH8	DMH1	70	0.05	0.05	10.0	0.32	0.86	7.6	0.32	0.010	18	0.01	13.65	7.73	1.01	0.84	1.85	0.95	168.43	167.50	168.43	167.50	175.98	167.50
DMH1	ST	95	6.50	6.50	46.0	0.20	0.37	3.4	8.18	0.010	12	0.01	5.97	7.60	1.14	0.73	1.87	1.24	168.03	166.79	168.03	166.79	171.78	170.30
CB10	DMH9	15	2.47	2.47	16.0	0.03	0.33	5.6	5.22	0.017	12	0.01	8.39	6.84	0.93	0.92	1.85	0.04	166.83	166.79	166.83	166.79	169.99	170.30
DMH9	STORM	124	4.58	4.58	20.5	0.27	0.31	5.6	7.53	0.010	15	0.01	4.62	5.89	0.43	0.41	0.85	0.04	166.33	166.79	166.33	166.79	169.99	170.30
CB11	STORM	4	0.27	0.27	10.0	0.01	0.79	7.6	1.61	0.010	12	0.01	4.62	5.89	0.29	0.27	0.57	0.05	166.54	166.49	166.54	166.49	170.30	170.25
CB12	STORM	4	0.12	0.12	10.0	0.02	0.78	7.6	0.72	0.010	12	0.01	4.62	5.89	0.29	0.27	0.57	0.05	166.54	166.49	166.54	166.49	170.30	170.25
STORM	DMH10	4	4.77	4.77	20.5	0.01	0.35	5.6	9.26	0.012	15	0.01	9.38	7.65	1.18	1.01	2.19	1.48	165.53	164.05	165.53	164.05	166.10	171.30
CULVERT IN	CULVERT OUT	36	3.20	3.20	31.5	0.06	0.22	4.3	3.03	0.041	18	0.01	27.67	13.67	1.82	0.36	2.18	0.2	164.90	164.70	164.90	164.70	171.30	165.00
DMH10	INV.(OUT)	15	4.77	4.77	20.5	0.03	0.35	5.6	9.26	0.013	15	0.01	9.69	7.90	1.25	0.98	2.23	0.2	164.90	164.70	164.90	164.70	171.30	165.00

CB= CATCH BASIN
DMH= DRAIN MANHOLE
ST= SEDIMENT FOREBAY
STORM= STORMCEPTOR